

## Block 60 Operational and Test Areas

*With FAA Service Volume Definitions*

Operational and Test Areas: Location 1, United States and Possessions is applicable to use of the transponder. Locations 2 and 3 are requested for interrogator testing as coordinated with the FAA. Authorization of the transponder in Modes 1, 2, 3/A and C is requested for US&P (Location 1) per FAA coordination (NG T150161). Authorization of the interrogator in Modes 1, 2, 3/A and C is requested for areas defined by Location 2 and Location 3 as limited by the FAA coordination (NG T150163).

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### **Location 1: Operational Area: All 50 States**

*FAA Service Volume: Flight altitude and path would be controlled by FAA air traffic controllers.*

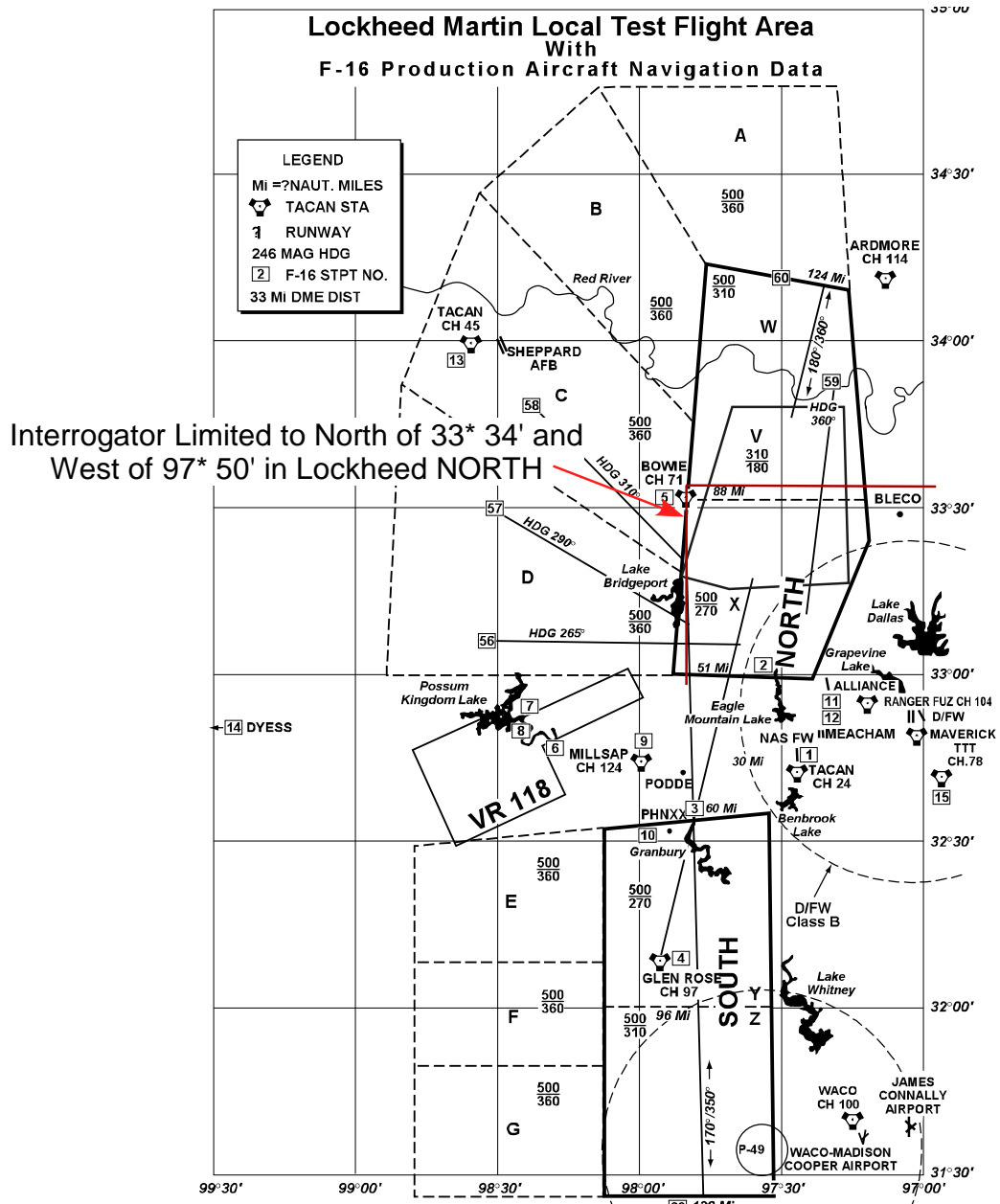
Transponder: The transponder will be limited to Mode 3/A and C responses to routine FAA air traffic control (ATC) interrogations and to Modes 1 and 2 for military interrogator response.

This authorization is requested to allow in flight operation of the Block 60 F16 AIFF with standard Mode 3/A and C responses to routine FAA air traffic control (ATC) interrogations. This authorization will allow the Block 60 aircraft to transit from Fort Worth to test areas or between test areas, as required, and respond to Mode 1 and 2 interrogations at test sites, as required.

### **Location 2: Fort Worth, TX – Interrogator operations FAA defined airspace near Lockheed Martin Aero - Fort Worth (32° 46' 9"N, 097° 26' 30"W).**

*FAA Service Volume: 0-40K/Lockheed North, Lockheed South and VR118/ limited to north of 33° 34' and west of 97° 50' in Lockheed North*

Interrogator: Interrogator operation would be limited to the FAA designated Lockheed North, Lockheed South, and VR118 airspace, with operations in Lockheed North limited to north of 33° 34' and west of 97° 50'. Interrogations would be limited to Modes 1, 2, 3/A and C with interrogations in Mode 3/A and C limited to the hours from 0300 to 0700 local time. Modes 4 and S will not be used. The equipment is incapable of Mode 5 operation. Additional operational restrictions apply per the FAA coordination.



Interrogator is restricted to coordinated airspace areas in Lockheed North, Lockheed South, and VR118.

**Location 2**

### **Location 3: Test areas in the Gulf of Mexico and Texas**

Gulf of Mexico Area consisting of two blocks defined as:

Block 1: **30° N, 98° W; 30° N, 94° W; 26° 30' N, 98° W; 26° 30' N, 94° W**

Block 2: **30° N, 94° W; 30° N, 89° W; 28° N, 94° W; 28° N, 89° W**

*FAA Service Volume: 0-50K/30.0N,98.0W to 30.0N,89.0W to 28.0N,80.0W to 28.0N,94.0W to 26.5N,94.0W to 26.5N,98.0W and to 30.0N,98.0W*

Interrogator: Interrogator use will be restricted to Modes 1 and 2 in both blocks of the Gulf of Mexico area defined above with exception of a 40 nm radius of:

- ☐ San Antonio International Airport (San Antonio, TX)
- ☐ George Bush International and William P. Hobby Airports (Houston, TX)
- ☐ Louis Armstrong International Airport (New Orleans, LA)

Interrogations in Modes 3/A and C will be restricted to areas within the Gulf of Mexico defined by Blocks 1 and 2 and beyond 30 nm of the coastline. All interrogations are further limited by FAA coordination.

